

The Sun

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Isn't the Price Too High?

Was there ever in the history of the country a Secretary of State who showed such utter ignorance and utter incapacity as WILLIAM JENNINGS BRYAN?

Truly the United States is paying a staggering price to enable President Wilson to abate a political nuisance.

Bringing Silence to the Public's Face.

With efforts to swell the powers of the Post Office Department as a moral censor THE SUN has scant sympathy. There is always a danger to the liberty of the press and liberty of speech in the regulation of the mails. It is also a means by which all sorts of fanatics seek to fetter or destroy the commercial institutions and customs which they dislike.

Yet it is right and necessary to say that the persons who have complained to the Postmaster-General of the treatment of sexual matters in certain magazines and weeklies have attacked a grave and disgusting evil of this time.

Starting under the specious pretext of giving needed instruction to the young, an instruction that should not and need not be public, the virtuous exploiters of popular credulity and ignorance have come to be poisoners of the public imagination, inspirers of loathsome ideas and images, utterers of foulness, degraders and destroyers of innocence. By the side of the money they make—and they would not stick to this hypocritical-licentious branch of literature if they didn't make money out of it—HENRY FIELDING'S "Distant Money in the World" earned by a Row street magistrate is angel gold, and even the wages of a Broadway bully look almost respectable.

It is the shameful fact that some abhorrent article or picture is likely to leap at the eye from almost any page of certain periodicals. In the name, usually, of virtue and progress the young are being dishonored; girls and women ought to be safe, and are not, from this contamination. It looks at them from every newsstand. The civilization of Pompeii ought not to be, and is, incultured in the mellifluous accents of Mr. CHADWICK. Babylon is become a nest of every unclean bird.

Mr. BIRLESON'S services are not needed for the suppression of these "improving" obscenities, these labors, whether of the bigot or the sensualist, to make a United States in which is no heart without the full knowledge of evil, no eye without some unhealthy gleam. Punish the vendors of impurity by not reading them. In addition, if necessary, lug them before the courts. The remedy for this spreading disease is in the hands of the public whom it infects.

It should be superfluous for THE SUN to say that it complains of no honest literature or art; that it has no Constablan prejudices. It is simply sick of the dissemination, usually under the most sanctimonious colors, of nasty and nauseous stuff.

On the Popping Crease.

To-day and to-morrow the Gentlemen of All New York will meet the Players of Australia at Livingston, Staten Island. We took a befitful of antipodean scalps on the way up to the Davis cup final, but it is hardly to be expected that our cricketers will be able to repeat the performance of McClellan, Williams and HACKETT at Wimbledon.

If degrees of excellence may be made a basis of comparative distinction in the various departments of the game, the Australians may be expected to be steeper at the bat, the Americans steeper in the field.

The first American cricket club was St. George's of New York, which began away back in Knickerbocker times. Its first playing field was in the lots about Thirty-first street, then at the Red House grounds in Harlem, where the players moved to Fox Hill, Hoboken. Other primeval New York clubs were the New York, organized in the '40s; the Manhattan, in the '50s; the Willow, of Long Island, '60s; the Satellites of Williamsburg, and many others of brief tenure and undistinguished career.

The Boston Cricket Club dates from 1860, but history begins with the "New England Eleven" of 1850. Lawrence

and Lowell had clubs in the '50s, and Boston Star and Thistle ran a brief course. The Boston Cricket Club of '57 rose and fell off, was reorganized and deserted the Common for East Cambridge in 1860.

Out of a gentleman's "scrub" game grew in 1854 the Philadelphia Cricket Club. Germantown organized a club under the town name in '54, and the Young America Club the following year. The Merion club dates from '65, Pottsville from '58, the Union of Cincinnati from '56 and the Forest City Club of Cleveland from '65.

International cricket began in this country in 1850, when an eleven of English professionals played against twenty-two Americans selected from the leading clubs at Elysian Fields, Hoboken, October 3, 4 and 5. The Americans were too generous hosts to outscore their visitors; but on Friday evening, October 7, they got even at a gargantuan banquet in "The Ladies' Ordinary" at the Astor House.

While unquestionably cricket will never rule the affections of our muddy oafs who guard the goals of fields harder fought, being not merely exotic but too much like baseball, though still unable to clear the final, fatal gap, it has a respectable history as an American sport and is played on a bigger scale than is commonly suspected.

Marcel Brindejonc des Moulinais, Aviator.

Every year since the Wright brothers in 1905 taught the world how to fly has had its prodigy and hero, and each man-bird seems more venturesome and amazing than his predecessors. All of them have been Frenchmen. America and England have produced aviators capable of feats that thrilled for the moment, but it is the Frenchmen who have been the human meteors of the sky, dazzling by the brilliance of their flights. They seem to have more imagination and daring; and their endurance has no metes and bounds. Blierot, Releneger, Paulhan, Verdier, Legagneux and Garros are some of the immortals who have upheld the prestige of France, but a greater has come upon the scene in the person of the pilot with the streaming name, like a comet with a tail, MARCEL BRINDEJONC DES MOULINAIS, who has flamed in the sky of 1913 by flying 3,000 miles, from Paris to St. Petersburg and back to Paris, with the assurance and nonchalance of youth that has no such word as failure in its lexicon.

M. DES MOULINAIS is not of age yet, a headless boy with a d'Artagnan nose and an eye that might have belonged to ARAMIS. He drives an eighty-horsepower monoplane through the uncharted air with as much coolness and precision as BURMAN or DE PALMA steers a bounding automobile in a road race, seeing no danger and exulting in the performance. When the United States went to war with Spain, which was not seen very long ago, DES MOULINAIS was a little shaver in skirts; he was born at Pierin on February 8, 1883. At 17 he mastered the Demoselle, the butterfly of aeroplanes, which lifted rather than flew about and looked no safer than a sculpin shell in the surges of the Atlantic. The boy was next heard of on the circuit in France, using his monoplane as if it were a perfected vehicle of speed and as secure as a church. He made no special preparations for his flights, and to those who did not know that he was a born mechanic as well as an enthusiast he was taking a fool's hazard. When 1913 opened, being then 19, he was primed for great deeds. In three hours and five minutes he flew from Paris to London (287 miles) and then back to Paris by way of Brussels. A dash from Bremen to London he violated unwittingly the British aerial navigation act, invading prohibited areas, but pleading lack of time to study the national codes he was merely admonished and also complimented by an admiring magistrate. Then came the red letter achievement of 1913, his long aerial voyage by way of Paris, Warsaw, St. Petersburg, Stockholm, Copenhagen, The Hague, and Paris again. In fair weather and foul; a crazy adventure said some, others the well planned enterprise of a master pilot.

Young M. DES MOULINAIS has done more than any other aviator to prove that the flying machine is the automobile of the air, not extra perils in competent hands. If any European pilot is to essay the Atlantic passage in this year of grace, destiny indicated him as the pioneer. He has the courage and the skill, and the difficulties would be negligible to him. He has flown at the rate of 140 miles an hour and he has the endurance of a roan horse. How much Americans have neglected aviation and fallen behind in the most enthralling competition of the new twentieth century may be judged by the easy but stupendous triumphs of the French lad, MARCEL BRINDEJONC DES MOULINAIS.

Reprinted as of Contemporary Interest.

Penal Law, Section 776. Failure to file candidate's statement of expenses. "Every candidate who is voted for at any public election held within this State shall, within ten days after such election, file as hereinafter provided an itemized statement showing in detail all the moneys contributed or expended by him, directly or indirectly, by himself or through any other person, in aid of his election. Such statement shall give the names of the various persons who received such moneys, the specific nature of each item, and the purpose for which it was expended or contributed. There shall be attached to such statement an affidavit subscribed and sworn to by such candidate, setting forth in substance that the statement thus made is in all respects true and that the same is a full and detailed statement of all moneys so contributed or expended by him, directly

or indirectly, by himself or through any other person, in aid of his election. Candidates for offices to be filled by the electors of the entire State . . . shall file their statements in the office of the Secretary of State . . .

"Any candidate for office who refuses or neglects to file a statement as prescribed in this section shall be guilty of a misdemeanor, and shall also forfeit his office."

Politics in the Tariff Debate.

While Senator STONE of Missouri is as thorough-paced a partisan as the Democratic party contains it must be said that he scored a point against the Republican minority when he read encouraging reports of business conditions printed by responsible agencies and exclaimed: "Yet in the face of this showing Senators across the aisle are prophesying disaster."

In the country at large tariff revision is a trade question; in the two houses of Congress it is also a political question. There the Republican party represents the basic principle of protection to American industries and the Democratic party stands for a tariff for revenue only, with such incidental protection as may accrue in the process of providing revenue by taxing imports. In spite of what Republican partisans may say, free traders there are none left outside some of the colleges; no Democratic candidate for Congress would dare to make his campaign on a free trade platform.

By checking off Senators according to their politics one may know in a general way what position they will take in the tariff debate; yet it does not follow that all the Republicans are insincere in "prophesying disaster" when the Underwood bill becomes law, nor that all the Democrats are optimistic because they know what they are talking about. Some allowance of course must be made for party allegiance. Playing the political game denotes loyalty and self-interest; it also becomes a habit.

The country is not going to the "demolition bowwows" because the Democrats enact a tariff law. Its reserve of potential prosperity is not so easily dissipated. No Republican Senator believes it in his heart. But he must talk his party fifth. Time is the essence of this question. The hurt to business may not be so much in a reduction of rates as in legislation long deferred and bitterly wrangled over. The sooner the Underwood-Wilson law is on the statute books the better it will be for all concerned.

It is satisfactory to note that the ruffians who were racing their automobiles in The Bronx on Wednesday night were arrested on the spot, the one for homicide and the other as an accessory to the crime. These high spirited young men conceived the notion of testing the speed of their cars along White Plains avenue. Between 225th and 226th streets one of the cars swerved to the left, climbed the curb and killed a month-old baby that was in a baby carriage in the care of his father. The latter it spared with only the minor injury of a fractured leg, but the car continued its way for another block and then lifted a man off his feet and threw him into a vacant lot. He died on his way to the hospital. Then the machine keeled over. One of the two occupants made off before the pursuing police officer could reach the wreckage, but he was happily able to grab the driver as he crawled from the car. To the credit of the driver of the competing car, if it can be called credit, he said that he backed up voluntarily to inquire into the damage. He also was arrested.

Victimless sentences are not usually to be commended, but this automobile blackguardism has gone to such lengths and to such extreme punishments seem to be required to serve as examples. We called attention the other day to the sentence of twelve years that was imposed on a motor hoodlum in Chicago, and we hope that if the present case is proved to be as bad as the reports of it sound the court will be even less lenient.

Senator TILMAN deplores the absence of fried chicken from the Capitol—Atlanta News.

Plenty of fried Congressmen to take its place.

SHANK to get forty-five bee stings—Herald.

It is much more likely that the Hon. LEW SHANK will sting the bees.

The Majority should seek the man—The Herald.

Man? You mean men. Never before has there been such a bumper crop of Mayors, ready to serve, as the menus say. Every Turk on the tree is not only willing but overwilling and ready to fall without shaking the branches.

J. B. JOEL, the South African sportsman, purchased a prize palatine horse to-day from T. P. KIRKMAN, being \$250,000, the highest price ever paid for a thoroughbred horse.—Despatch from London.

Values are comparative, and South African diamond kings have money to spend. If a rare postage stamp one inch square costs \$5,000, why should there be surprise when a peerless racehorse costs \$250,000? It is true that Ormonde and Rock Sand did not bring so high a figure, but everything salable has appreciated in price during the last ten years. If the gold output continues to increase in volume, a racing stallion may exchange hands for \$1,000,000 by 1950. Perhaps a Manchurian millionaire will sign the check.

Dome Builders of Rome.

From the *Seaside American*. I remember when I had heard of the dome and the arched roof in masonry that enabled the Romans to build on a scale of daring and magnificence which has not been surpassed in our modern age of steel. Recent excavations in Nero's palace have revealed five subterranean vaulted rooms in the proximity of the dining room which were built as fish tanks and used to keep fish alive for the use of the imperial table. The vault and the dome or round roof of the Romans served the purpose of the modern I-beam and latticed roof girder as used by the present day architect and engineer.

Jersey Immortals.

TO THE EDITOR OF THE SUN:—Sir: Has your opinion been expressed yet concerning the New Jersey horizon the firm of Bizzard & Cook, dealers in hysens like at Womouth Beach? SUMMIT N. J. July 31. C. D.

PUBLICITY OF CAMPAIGN CONTRIBUTIONS.

From a speech by William Sulzer in the House of Representatives May 18, 1904. The passage of this publicity bill regarding contributions to national campaign committees will be a great victory for the plain people of the land, and will go as far, in my judgment, as anything that can be devised at the present time by the ingenuity of the human mind to effectually put a stop to political iniquities in Congressional and Presidential campaigns.

These great political contributions made to the national committees of both parties by the criminal trusts and the sordid syndicates and the gigantic corporations and the national banks and the vested interests and the plutocracy, and last but not least, the protected industries of the country, are not voluntary contributions, but are levied like taxes, and are expressly or implied, that the contributors shall be protected against the rights of the people, and shall be secure in robbing the many for the benefit of the few, and shall have meted out to them by the party in power certain special privileges which are repugnant to our free institutions and contrary to the fundamental principles of the Democratic party.

SELFISH SMOKERS.

They Sit in Pig Pen Seats and Foul the Air for Decent Folk.

TO THE EDITOR OF THE SUN:—Sir: This business of smoking in public is a peculiar one. I am a man of robust health, having a supplemental lung when I smoke, and yet there is nothing that I hate more than tobacco smoke. One good whiff from the average cigar makes me choke, cough and feel sick for an hour. The cigarette, however, drives me to thoughts of murder and suicide.

My chief grievance against smokers is that they are not considerate of others' feelings or weaknesses. I have seen a man, a gentleman, a well-dressed man, in a conveyance seated next to a lady, who was a great sufferer from asthma. These fellows who say that smoking on the back seats of the open cars does not annoy other people are mistaken. If the breeze is blown from the back of the car the smoke is blown all through the car, and when the car is reversed on the return trip there are four pig pen seats for the occupancy of the smokers. When one smokes on the rear platform of closed cars the draught when the front door is open blows the smoke through the car like a chimney.

The fellow who would only use good tobacco might be better. Walking down Broadway after lunch reminds one of a trip through Darkest Pittsburgh. If I were to stroll down that famous thoroughfare with a bottle of hydrogen sulphide or carbon-bisulphide open in my hands I would be jailed as a public nuisance. Is not the tobacco exhaler the same kind of a nuisance?

A lady passenger on a steamship line writes: "As I sit here on deck taking in the beautiful air it is most unpleasant to have some one just beyond you sit and puff so the smoke blows across your face—where?" Selfish gentlemen! BROOKLYN, July 31. A-BAS-TABAC.

A Letter from Mr. Richard Norton.

TO THE EDITOR OF THE SUN:—Sir: My attention was called to-day to a telegram from Rome printed in the Sun for July 13, 1913. The telegram is under the heading "Asserts Americans Hoodwinked Arabs" and quotes an English journalist as formulating "extraneous charges" against me and the conduct of the party I had the honor of directing in the excavation of Cyrene.

Permit me to state that if this English journalist is correctly quoted he proves himself to be completely ignorant not only of the rules and circumstances which governed the excavation but also of the physical character of the country. Without any of the receipts of the party I had the honor of directing in the excavation of Cyrene.

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THE FUSION CANDIDATE.

Why Does Not the Committee Send Return Postals to the Voters?

TO THE EDITOR OF THE SUN:—Sir: Why does not the fusion committee find out whom the people who will furnish the votes and where did it go. Strange as it may seem, it was indignant to the aboriginal Hibernian. As a student of history he perhaps knows that Ireland alone of western European nations escaped the direct rule of the Romans who so greatly ennobled the life and progress of western Europe. As a result the civilization of early Ireland developed and flourished under the guidance of Irish genius, and the numerous universities and schools that dotted that land in those early days are evidences of that genius.

How did they lose it? How did the Moors of Spain lose theirs? Surely not by the superior culture of the Spaniards driving it out. Rather by the superior military strength which crushed it out. Well, the same thing happened in Ireland. Uninfluenced as Ireland was by Roman governmental ideas, she developed a loose, feudal, decentralized government of her own, which proved woefully unequal to the task of successfully expelling the army of the welded, centralized, Roman influence. English nation. In a word, she was defeated and lost her genius. Really, it is most absurd that an earnest student of history could escape these conclusions.

Great-grandson of '98. LOWELL, MASS., July 31.

THE CRIMINAL.

How Shall Society Treat Its Delinquent Members?

TO THE EDITOR OF THE SUN:—Sir: It would be puzzling to explain just what we mean by punishment of criminals and to decide what is the dominant impulse for its infliction. The position taken by society regarding its morally weak members is a confused mixture of indignation, pity, benevolence, fear and desire for retribution, retribution, explanation, deterrent fear of punishment, and reform.

If we examine these different impressions we note that they are contradictory and that to act upon one would be to oppose another. As this mixed public feeling must, in the end, dictate the treatment of criminals, the result is naturally a vacillating policy, dependent upon the character of the warden, the mood of the jailer, the public sentiment of the hour and the position or popularity of each prisoner.

If punishment is to be the principal object of the prisoners' habitation of a prison, cruelty will inevitably result from instability of policy. When men are entrusted with the policy of punishing and are likely to grow supercilious and vindictive, they easily lose sight of such secondary considerations as reform and improvement of character, but the offices of punishment they perform.

Corruption in the business administration of penal institutions is a natural outgrowth of this punitive attitude of society toward criminals, and as it is in the jails. If the unremitting care of every large business to eliminate graft is but partly successful, where the fortunes of the house depend upon vigilance, when every independent agent and every clerk is likely to grow supercilious and vindictive, they easily lose sight of such secondary considerations as reform and improvement of character, but the offices of punishment they perform.

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